



Chapter 4 – Recommendations

After considering the bicycle focus areas and opportunities in New Bern, the next step in developing the bicycle plan is to recommend a set of routes and facility types. A set of nine named bicycle loops and connectors is recommended and is shown in **Figure 4.1**. Recommended loops consist primarily of on-road facilities, since terrain and utility constraints make it difficult to construct an off-road greenway system. These loops can be examined from the perspective of individual routes or as an overall interconnected system. The idea is to provide an interconnected system of bike facilities that cater to all levels of experience. Loop routes could even be named or color-coded and displayed at strategic locations throughout the City to provide current information to users and enhance the awareness of cycling in New Bern. The facility types recommended for the segments of these routes are shown in **Figure 4.2**. This chapter describes the attributes of these nine routes in detail and provides a corresponding cost estimate for each. Cost estimates have been developed for each route based on the unit costs outlined in **Chapter 3** and on specific project attributes and are shown in **Table 4.1**. Priorities have been established for these routes and are given in **Chapter 5**.

Proposed Bicycle Routes

Airport Loop (Figure 4.3)

The Airport Loop is a 3.8 mile loop linking the communities of New Bern and James City as a connection from the Trent River and US 17 Bridges while also connecting the northern neighborhoods of James City. A portion of this loop also runs along NC Bicycle Route 3.

Due to the lack of shoulders and often dangerous conditions on the roads in the Airport Loop, four-foot paved shoulders are recommended for most facilities. Striped bicycle lanes are recommended along Williams Road and Airline Drive from Howell Road to Airport Road as a means of connecting with the extensive striped bicycle lane system proposed in the Taberna-James City Loop (described on page 4-3).

The estimated construction cost of the Airport Loop is \$1.55 million.

Bridgeton Loop (Figure 4.4)

The Bridgeton Loop is a 5.5 mile loop that connects the heart of the Town of Bridgeton, including Bridgeton's elementary school, post office, and town hall, with the US 17 Bridge. A portion of the Bridgeton Loop also runs along North Carolina Bicycle Routes 3 and 7.

The roads recommended for use in the Bridgeton Loop either have very narrow shoulders or no shoulders. Therefore, four-foot paved shoulders are recommended for this route. However, for the downtown Bridgeton area near the school and the town hall, it is recommended that striped bicycle lanes be constructed.

The estimated total construction cost for this loop is \$2.65 million.

Downtown-Mall Loop (Figure 4.5)

The Downtown-Mall Loop, as its name suggests, connects Downtown New Bern with the major shopping





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areas of the city. In addition, this 13.5 mile route links schools, government facilities, and neighborhoods. The Trent Woods Loop, the Downtown Neighborhood Loop, and the Riverfront Loop all connect with this route.

The Downtown-Mall loop runs on higher volume roads for most of its length. For this reason, we would expect more experienced bicyclists to utilize this route. Facility upgrades such as wide outside lanes and four-foot paved shoulders are recommended on Glenburnie Road, Trent Road, Simmons Street, Oaks Road, and National Avenue. This route also employs the use of the recommended five-foot bicycle lanes on Trent Boulevard to link it with the heart of downtown. Connectors on McCarthy Boulevard and Lowes Boulevard will provide connections from this route to the multiple shopping opportunities in this area. An additional connector on Elizabeth Avenue is recommended to eventually extend to the proposed NC 43 Connector (TIP # R-4463), thereby opening up this area to bicyclists originating from future developments in this area. When Elizabeth Avenue is extended, it is recommended that four-foot bike lanes be included in the proposed cross-section.

The construction cost estimated for this route is \$3.5 million.

Downtown Neighborhood Loop (Figure 4.6)

The Downtown Neighborhood Loop is a 4.2 mile loop that provides connections for four schools, a park, and the city's recreation center while connecting several downtown neighborhoods. This loop connects with the Riverfront Loop, the Trent Woods Loop, and the Downtown-Mall Loop. The Downtown Neighborhood Route provides users with an opportunity to tour many of the historic homes and areas of downtown while also

providing a non-recreational function to users traveling between neighborhoods.

As with the Riverfront Loop, the majority of the Downtown Neighborhood Loop is recommended to be signed. This is due mainly to the cost and disturbance associated with retrofitting these streets to include bike provisions. However, on the higher volume roads of this loop such as Simmons Street, Neuse Boulevard, and Trent Boulevard additional roadway facilities are recommended.

Simmons Street and Neuse Boulevard should employ differential striping in order to create wide outside lanes. Trent Boulevard is recommended to be restriped to include five-foot bike lanes, as shown by the before and after renderings above. This road is shared by three different routes including North Carolina Bicycle Routes #3 and 7 and is a major cross-town connector.

The Downtown Neighborhood Loop also includes a connection from Lincoln Street to Trent Boulevard via Clark Avenue and Chattawka Lane. These roads are recommended for four-foot paved shoulders. There is currently a small pedestrian bridge that allows users to cross the stream barrier between these two roads. This



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bridge should be replaced with a lightweight or removable bridge (shown in picture) wide enough to comfortably accommodate both bicycles and pedestrians.

The total construction cost for this route including the removable bridge is \$500,000.

Riverfront Loop (Figure 4.7)

The Riverfront Loop is a five mile recreational and utilitarian loop around the heart of Downtown New Bern. This loop connects city and county government buildings, Union Point Park, and Tryon Palace. In addition, this route connects to the Trent Woods Loop, the Downtown Neighborhood Loop, the Downtown-Mall Loop, the Trent River Bridge, and North Carolina Bike Route 7.



The majority of this route is recommended to be signed, with a small portion of the roads wide enough to restripe with wide outside lanes. The exception to this is the Broad Street connector, which runs from East Front Street to Chatawka Lane. This facility can be restriped to accommodate four-foot bicycle lanes. Crosswalks and pedestrian signals should be implemented at key intersection locations (see below) along the route to enhance safe crossing of roadways.

- Broad Street at Third Street/First Street
- Broad Street at Front Street



The total construction cost for this route is \$100,000.

Taberna-James City Loop (Figure 4.8)

The 14 mile Taberna-James City Loop links the current and future communities of Taberna, James City, and Carolina Colors. In addition, this route provides connections to government facilities and to the Craven Technology Center. The Airport Loop connects with this loop to link it into the entire bike network.



The section of this loop connecting Airport Road through Taberna and down to Carolina Colors is recommended to be restriped to include four-foot bike lanes. The Taberna neighborhood lends itself to a recreational ride since it is a loop and the bicycle lanes running north and south will enable other users to access it. The portion of this route through Carolina Colors is recommended to be wide outside lanes, and has already been approved for that development. The remainder of the route (2.3 miles) has four-foot paved shoulders recommended. Old Cherry Point Road is a lower-volume alternative to US 70 and paved shoulders will provide bicyclists a refuge area.

The total construction cost for the Taberna-James City Loop is \$4 million.



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Trent Woods Loop (Figure 4.9)

The 16 mile Trent Woods Loop connects schools, parks, and municipal buildings for both the City of New Bern and the Town of Trent Woods. Demand for bicycle facilities in this area was considerable. In fact, this route received the highest level of public support during the public outreach sessions. The most significant landmarks connected are Lawson Creek Park and New Bern High School. This route connects with the Downtown-Mall Loop, the Downtown Neighborhood Loop, and the Riverfront Loop.



The Trent Woods Loop serves as a scenic recreational loop or as a functional route for traversing the length of the Town of Trent Woods.

The Trent Woods Loop is recommended to have restriping or additional pavement on most of its route. Country Club Road is a long section of this route and currently has narrow six-inch to one-foot shoulders. This section is recommended to have new four-foot paved shoulders and marked bicycle lanes. A portion of this route near the high school runs along Martin Luther King Junior Boulevard. It is recommended that instead of trying to accommodate bicyclists along this high-volume, high speed US Route, a sidepath should be constructed along the south side of the road. In combination with additional safety features at road crossings, this path will provide a safer route (with few

driveway crossings) for students to reach the high school. A connector with striped bicycle lanes in its cross-section is also recommended from Academic Drive to Staten Road. This will ultimately cross the NC 43 Connector and provide a bicycle route for the neighborhoods in the west to reach the school and downtown.

The total construction cost for the Trent Woods Loop is estimated to be \$2.5 million.

Trent River Bridge

The Trent River Bridge is a major connector between New Bern and James City, and also serves as a portion of NC Bike Route 7. This bridge is scheduled to be replaced as TIP project #B-2532. This project is expected to be completed by 2010 in time for New Bern's tercentennial celebration. The current plan for this bridge includes a two-foot shoulder on one side of the road and a four-foot shoulder on the opposing side of the road.

It is our recommendation that the uneven shoulders on this bridge be eliminated through restriping, leaving each side with a three-foot shoulder. While this is not adequate room for a dedicated bicycle lane, it will provide an equal refuge area for both sides of the bridge. It is also recommended that "Share the Road" signs be posted along this bridge and at the bridge entrances.

US 17 Bridge

The US 17 Bridge is a part of NC Bike Route 7 and provides a connection to Bridgeton and NC 55. This bridge currently has wide 8-foot shoulders on both sides.

Unfortunately, these shoulders are poorly



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maintained and filled with debris, making it difficult for bicyclists to use this space.

It is recommended that the maintenance schedule be improved to more frequent intervals for this bridge. In addition, painting the shoulder area should be explored in order to further delineate the bicycle and pedestrian space.

From this table, it is shown that the total estimated construction cost for the proposed 62 miles of bicycle facilities is 13.8 million dollars. Additional cost estimate information including lengths of each facility can be found in **Appendix 1**.

Construction Cost Estimates

Table 4.1 provides a synopsis of the bicycle routes recommended in the *New Bern Comprehensive Bicycle Plan*. Each route is listed along with the presence of the various facility types within that route. The lengths and estimated construction costs for the individual loops are also shown. These values assume that there are no existing facilities that will be shared, so that the cost can be considered for each route as a stand-alone value. In addition to this information, **Table 4.1** provides the total mileage of each facility type estimated as a part of the network, the overall length of all facilities in the network, and the total estimated construction cost for the entire network. This overall cost accounts for overlapping in the network so no facility is considered more than once.

Table 4.1 Route and Network Characteristics

Routes	Signed Route	Striped Bike Lane	Wide Outside Lane	Paved Shoulder	Neighborhood Connector	Multi-Use Path	Length (miles)	Cost
Airport Loop		✓		✓			3.8	\$1,550,000
Bridgeton Loop		✓		✓			5.5	\$2,650,000
Downtown-Mall Loop	✓	✓	✓	✓			14.9	\$3,500,000
Downtown Neighborhood Loop	✓	✓	✓	✓	✓		6.8	\$500,000
Riverfront Loop	✓	✓	✓	✓			5.2	\$100,000
Taberna-James City Loop		✓	✓	✓			13.9	\$4,000,000
Trent Woods Loop	✓	✓	✓	✓		✓	16.5	\$2,500,000
Total (length in miles)	10.2	18.4	7.8	24.7	0.1	0.6	61.8	\$13,800,000

